TO PUT-IN-BAY.

Interesting Trip of the Builders and Newspapers Scribes.

THE GLOWING POSSIBILITIES

Of the Wheeling & Lake Eric Alliance Contemplated With C. C. & S. the Z & O. R. and Little Kanawha. Road's Improvement a Surprise to the Wheelingites-Receiver Blickensderfer's Work-Trip Incidents.

pecial Dispatch to the Intelligencer. PUT-IN-BAY, Ohio, July 23.—The Press-Builders' Exchange excursion for Toledo and Put-in-Bay got away at 11:45 Saturday morning, with between 100 and 150 excursionists, and the fol-lowing representatives of the four Wheeling papers: Charles H. Taney, of the Register; A. B. Smith, of the News; Fred W. Colmar, of the Staats-Zeitung, and R. M. Archer, of the Intelligencer. Others in the party included ex-Mayor John Randolph Butts and wife, C. Ed. Schenerlein and wife; C. F. Brandfass and wife; W. J. Lukens and wife; W. D. McCoy and wife; C. H. Loeffer and D. accoy and wire; C. H. Loemer and wife and daughters, Misses Amelia and Nettle Loeffier, J. F. Ebeling and sister, Miss Nellie Ebeling; J. D. Case, T. F. Barclay, Edward Dailer, Charles Price, Bradt, John H. Hasenauer and sister, Miss Mary L. Hasenauer, L. F. Brand, A. Fredreich, Thomas Cox, George W. Boyd, M. R. Hobbs, William Asmus, Jesse Moore, wife and daughter, Miss M. Taylor, Mr. and Mrs. Edward Hamm, Mrs. A. E. Peron, Miss Mary Ray, Howard Ray, Miss Bertha Zimmerman, Mrs. Dell Wright, Mrs. Joseph Arkle and children, Miss Annie Bero, Mrs. Jane Morgan, Mrs. M. E. Balley, P. J. Gilligan and daughter, Miss Mary Gilligan, Miss Lena Dick, all of Wheeling; A. D. Terhune, of To-ledo: Miss Julia Smith, of Moundsville; M. B. Conroy, of Steubenville; W. S. Dixon, of West Wheeling; Mrs. Cochrane, of Steubenville; T. E. Pugh and wrife, of Martin's Ferry; Lawrence Ferenbaugh, of Martin's Ferry; Lawrence Ferenbaugh, of Moundsville; Fritz Jerger, of Martin's Ferry; Mrs. Amanda Wilson, of West Wheeling; Mrs. E. Reed, of Martin's Ferry; Mrs. D. F. Crais, of West Wheeling; Miss Belle Gilfillan, of Eim Grove, and others. sister, Miss Mary L. Hasenauer, L. F.

All went well until Adena, twentyfour miles out of Wheeling, was reach ed, when the train was held up on account of a freight wreck between Ade ma and Jewett. A car loaded with steel pipe from the Riverside caused the wreck; the fastenings of the pipe broke loose and the immense tubes tumbled pell mell from the car. Some went under the wheels of cars following, and resulted in the derailment of five cars and serious injuries to two brakemen. The wrecking trair was called out from Massillon, but in the meantime the Put-in-Bay excursioniats were held up at Adena. Traveliny Passenger Agent Sam Sherman, who, with Mrs. Sherman, accompanied the Wheeling party, was in the lowest of spirits because such an unlooked for mishap had interfered with the carrying out of the schedule for the day, but the excursionists themselves took the situation in a philosophical way, determined to make the best of it, most of them being too experienced travelers to think more than twice about it. During the stay at sleepy old Adena, the Wheeling people took in its beauties of landscape and architecture, the latter including a neat passenger station, a large unpainted barn and the inevitable general store on whose stock of "crackers and cheese" successive and more ravenous raids were made as the duration of the hold-up lengthened. In the parior car's smoking compartment where the press gang made its headquarters, "Napoleon" was the attraction, and "Al" Smith and "Fritz" Colmar divided the honors of the play.

Finally, at 2:26, fast time, the train moved on, and great and general was the relief, but when the train was again brought to a stop a few hundred yrins ahead and the amnouncement was made that the wreck ahead was so bad that it would require several hours to clear the track, the relief was turned into dismay. Finally, at 2:26, fast time, the train proceeded.

The ride through central and northna and Jewett. A car loaded with steel pipe from the Riverside caused the

The ride through central and northern Ohio was thoroughly enjoyed. Afern Ohlo was thoroughly enjoyed. After Massiljon is reached, the heavier steel rails are in evidence and with the reciliency of the gravel road bed,makes an ideal highway for a railroad train. Wheeling people who have long held to the idea that the Wheeling & Lake Erie is nothing but a second class coal road, with passenger traffic a mere incidental and with indifferent equipment and service, were most agreeably surprised.

ment and service, were most agreeably surprised.

North of Massillon the Wheeling does not compare unfavorably with any Ohio railroad, and with the contemplated improvements south of Massillon and along the river division between Wheeling and Steubenville the entire system will come to the front as a bang-up north and south line. When some of the excursionists referred to the unexpected excellence of his line's service, Mr. Sherman replied that he had found it a difficult task to induce the Wheeling public to listen to his assertion that the Wheeling is no longer a back-number, but is, on the contrary, a line of which Wheeling may be proud in no small degree.

This reluvensition of the road has re-

This rejuvenation of the road has resuited in an awakening on the part of the owners, officials and trainmen. One the owners, officials and trainmen. One and all they unite in the belief that the road is entering upon a career of success and expansion. Already the Cleveland, Canton & Southern lines have been acquired, nearly doubling the mileage, and Dame Rumor has it that the Zaneaville & Ohlo River and Little Kaneaville and united the control of the control o mileage, and Dame Rumor has it that the Zanesville & Ohlo River and Little Kanawha raliroads may soon enter the Wheeling & Lake Erle fold. The Intelligencer man learns on excellent authority that one of the officials of the Little Kanawha company, who was in Wheeling Friday night, sald in conversation with another raliroad man that he expected soon to see the control of his road and its extensive rights of way and holdings of valuable coni lands in interior West Virginia, together with the Zanesville & Ohlo River raliroad, to pass into the hands of the same eastern people who recently reorganized and took the Wheeling & Lake Erle out of the receivers' hands, and acquired for the latter the Cleveland, Canton & Southern (Cleveland, Canton & Southern (Cleveland, Canton & Southern (Cleveland to Zanesville): the Zanesville & Ohlo River (Zanesville & Nashvella) and south line further south, possibly to the South Allantic or gulf seaboard. Cleveland has no north and south line so extensive at present, being unlike Cleviand has no north and south line so extensive at present, being unlike Cleviand has no north and south line so extensive at present, being unlik

Wheeling and Pittsburgh people, or freight from either of these great manufacturing centers, are compelled to go south via Washington far to the east, or Cincinnati as far to the west, both indirect and expensive routes which place a handicap, in freights especially, from the cities named. Possibly there is nothing yet beyond the stage of incipiency or at most nothing beyond the stage of early negotiations, but the fact remains that capitalists are turning their attention from east carning their attention from east and west trunk line enterprises, because the country is already so well covered with such lines, and are turning to projects intended to connect with double bands of eighty-pound steel the north and the south, once at war politically and commercially, and now happily united in the former and having a community of interests in commerce that is becoming more generally recognized.

And, apparently, there is no field so

commerce that is becoming more generally recognized.

And, apparently, there is no field so promising for a road from the Great Lakes on the north to the Atlantic or the Gulf on the south as the route just outlined, in which West Virginia, directly and Wheeling indirectly would be vitally interested. From a possibility the Nicaragua canal scheme has passed into the range of extreme probbe vitally interested. From a possibility the Nicaragua canal scheme has passed into the range of extreme probability, and when it is assured there will undoubtedly be many a north and south railroad scheme, for the reason that the south Atlantic or gulf ports are obviously the points from which American manufacturers will begin their long salt water journey to the markets of the Far Bast, it will be seen, therefore, that a possible amalgamation of interests and properties by the Wheeling & Lake Erie; Cleveland, Canton & Southern; Zanesville & Colnel Boone's "Biack Diamond" scheme was so often termed. The day may come when Colonel Boone's supposed "wild-eyed and hair-brained" scheme will be dubbed the master project of a man who was shead of his times. Stranger things have happened.

But this isn't telling of the Wheeling

But this isn't telling of the Wheeling & Lake Erie proper and the Press-

Builders trip to Put-in-Bay. To resume along the line of the former, the Wheeling & Lake Erie people, from Traffic Manager Booth down to the tender of "Tank Five" on the main line, unite in giving to "Bobby" Blick-ensderfer the lion's share of the road from the quagmires of financial impoverishment, managerial inability and general backwardness.

Blickensderfer came out of the west only two or three years ago, an unknown quantity, and, with Myron T. Herrick, the Cleveland friend of Hanna and McKinley, was made joint receiver of the Wheeling & Lake Erie. Herrick took care of the finances, with headquarters at his Cleveland office, (that is he took care of what finances, remained when the receivership became necessary), and Blickensderfer went to Toledo to manage the operation of the road. He hadn't been in Toledo a week until there was a change most wonderful in particulars many and various.

His enthusiasm was reflected upon his subordinates, and his marked executive ability was the admiration of all with whom he came in contact. Wheeling & Lake Erie men, whom despondency and indifference had claimed for their victims, began to see a future for the road. Blickensderfer's injection of "ginger" had been just what was needed. Well, "Blick," as he is called by his admiring subordinates, has been working the "ginger" racket ever since, and the result is a progressive, confident and energeti; a set of railroad men as can be found annywhere in a country where so many of its men of energy drift into railroading. "Blicks" policy in the conduct of the road has b.ought increased freight and passenges traffle, and these have brought confidence in the line to the men of finance who must be interested before grea? schemes of railroad improvement and extension can be fioated. Result, a rise in the Wheeling's credit in the financial market, which has made it possible for the receivers to secure the large sums needed to put into execution the improvement are just now sub-rosa but will become public shortly. Heavier steel rails

The Wheeling & Lake Erie formerly carried three times as much coal as it did of all other classes of freight. Now, although coal is the big item, other freights are competing with it for supremacy. In addition to ores for the Wheeling furnaces, always a large item, the Scio oil development has created a tremendous freight business for the road, and it is claimed it handles 70 per cent of the tonnage in and out of the Scio district, although so important a trunk line as the Pennsylvania is its competitor. In another way, the Wheeling has benefited by the oil development at Scio: between thirty and forty producing oil wells are located on its right of way, and one-eighih of the output comes to the company. Most of these wells are owned by employes of the company, who leased the right of way for the oil. So the Wheeling & Lake Erie gets 'em comin' and goin'.

North of Massillon, the landscape. freights are competing with it for su

way for the oil. So the Wheeling & Lake Erie gets 'em comin' and goin'.

North of Massillon the landscape changes its style; instead of the rugged and coal laden hills to the south, there comes the gently rolling region of central and northern Ohlo that is sometimes called God's country from the agricultural point of view. Cities and towns follow each other in rapid succession, but the cities are quiet and the smaller towns extremely dull. There is an absence of the bustle and industrial activity that marks Wheeling and other upper Ohlo valley communities. There are no large industrial enterprises, excepting, of course, in Toledo, which is indeed an important and growing community. A new enterprise that would employ thirty or forty men is called a big thing in Norwalk, or Fremont. In the latter place, with a population of 18,000 or 20,000, there isn't enough activity to make it necessary or profitable to operate its street car line. A Riverside iron works or an Aetna-Standard would be beyond conception in either of these towns mentioned, as well as in others of northern and central Ohlo. The Wheeling party arrived in Toledo last night at 9:30 o'clock. Owing to the lateness of the hour the trip to the Casino on the lakeside, was abandoned. The night was spent at the Jefferson hotel, and at 9:15 o'clock this morning the Detroit & Cleveland steamer City of the Straits, was boarded for Put-in-Bay. After a three hours' ride on the lake, which was comparatively smooth, this beautiful Gem of the Lake was reached, and the party is now quartered at the Hotel Victory, the largest summer resort hotel in the world.

H. M. A.

R. M. A. He Fooled the Surgeons.

He Fooled the Surgeons.
All doctors told Renick Hamilton, of
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months from Rectal Fistula, he would
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DON'T buy bread "just as good"; you will always be satisfied when you get Wheeling Bakery's.

BASE BALL # BOWLING.

CYCLING.

INTER-STATE LEAGUE.

	ANDING O	THON	Lost	Then
Clubs.			TROUT	F.CL.
Poledo		58	24	.072
Fort Ways	10 S	46	25	-568
Munaffald		42	34	578
			25	583
			45	122
	D		55,74190	1100
Dayton		24	199	+5.03
Columbus	*************	54	48	.415
			49	5545

YESTERDAY'S GAMES. Wheeling 7, Fort Wayne 6. Dayton 6, Youngstown 2. Toledo 11, Mansfield 5.

TO-DAY'S GAMES. Wheeling at Dayton.

Fort Wayne at New Castle,
Columbus at Mansfield.

Toledo at Youngstown.

Special Dispatch to the Intelligencer.

FORT WAYNE, Ind., July 23.—The very
poor playing of the locals in the final inning lost the game to Wheeling. Score:

PORT WAYNE. FORT WAYNE.
Flood, Zb......
Belden, If
Letcher, cf.......
Miller, rf.......
Glasscock, Ib....... AB. R. BH. PO. Reiman, p..... WHEELING AB. R. BH. PO.

Other Inter-State Games.

At Dayton. RHE
Dayton.......2 0 0 0 0 0 3 0 1-6 13 2
Youngstown .0 1 0 1 0 0 0 0 0-2 7 1
Batteries, Glipatrick and Donahue;
Roach and Lattimer.

At Toledo. RHE
Toledo 0 3 0 2 3 1 1 0 1—11 13 2
Mansfield 0 0 0 3 0 0 0 0 0—5 7 8
Hatterles, Wiltse and Arthur; Irwin,
Belt and Low.

BASE BALL COMMENT.

The News yesteray stated that Mr. W. W. Irwin was likely to become the new manager of the Wheeling team. Mr. Irwin last night asked the Intelligencer to correct the statement. Nothing was further from his intentions, said Mr. Irwin, than to manage a ball team. He had other business interests which required his attention, and so long as Mr. Howell or others owned the club it would continue to receive his support. The story in the News, Mr. Irwin characterized as a pipe dream.

Wheeling plays in Dayton to-day, the game being transferred from Wheeling Champion Jim Jeffries will umpire.

NATIONAL LEAGUE.

DOWLING WAS INEFFECTIVE.

LOUISILLE, Ky., July 23.—Because the Brooklyns hit Dowling effectively in the seventh and ninth innaings the Colonels lost to-day's game. Ragged fielding on the part of the locals also had a good deal to do with the defeat. Attendance, 11,000. Score:

Boore: RHE
Louisville1 0 1 0 0 1 0 0 0-3 7 5
Brooklyn0 0 1 0 0 0 2 0 2-5 11 2 Earned runs, Brooklyn 1, Louisville 1, Batteries, Dowling and Powers; Dunn and McGuire Umpires, Mannassau and Con-Time, 2:15

WON IN THE TENTH.

ST. LOUIS, Mo., July 22.-A double by Hetdrick and Wallace's single gave St. Louis a victory over New York in the tenth inning to-day. The game was full of sensational playing. Both Meekin and Powell pitched masterly ball. Attendance, 14,500. Score: R. H. E. St. Louis ..0 0 0 0 0 2 0 0 0 1-311 0 New York ..0 2 0 0 0 0 0 0 0 0 0-2 6 1

Farned runs, St. Louis 2, New York 1, Batteries, Powell and Criger; Meekin and Warner. Umpires, Emslie and McDonald.

BROKE EVEN.
CINCINNATI, July 21.—The Senators CINCINNATI, July 22.—The Senators won the first game by hitting Breltenstein at will. All the Reds' runs were gifts. In the second game Hahm was a puzzle, while McFariand was easy. Houtz, a Texas leaguer, played center for the Reds. and made a good impression. Attendance, 5,264. Score:

Cincinnati ... I 0 0 2 1 1 0 0 0 5 7 3 Washington .0 1 0 0 2 2 0 2 0 -814 4 Earned runs, Washington 4 Batteries, Brettenstein and Wood; Weyling and Duncan, Umpires, Smith and Lathan, Time, 5 2 8

Second same: Cincinnati ...0 0 0 0 1 2 1 2 4-712 2 Washington ..0 0 0 0 0 0 0 0 0 0-0 5 Earned runs, Cincinnati 5. Batteries, Habn and Pietz; McFarland and Kitt-ridge. Umpires, Lathan and Smith. Time of game, 2:00.

HOWLING.

MUSEE LEAGUE

In the Musee summer league, which losed last Friday night, Bert Emblem, of the Colts, took high individual aver-

age prize, with 176. Brown of Tom Moore, second, just five plns shead of Marschner, who was third. The aver-Marschner, who was third. The averages are as follows:

Emblem, Colts, 42, 176; Brown, Tom Moore, 30, 171; Marschner, Tom Moore, 20, 171; C. Rader, Colts, 33, 168; Stevenson, Tom Moore, 19, 167; Handlan, Tom Moore, 18, 4, 168; Bosley, Tom Moore, 19, 165; Campbell, Tom Moore, 30, 162; Rickmeyer, Colts, 30, 162; Cochran, Tom Moore, 51, 166; Modar, Steinhaus, 30, 159; Goston, Crescents, 42, 157; Reed,

Crescents, 18, 18; Sonnefeld, Crescents, 12, 154; J. Rader, Coits, 23, 154; Beuter, Coits, 18, 185; Wilhelm, Coits, 21, 149; Emerson, Reliance, 18, 146; Corry, Reliance, 18, 146; Corry, Reliance, 18, 146; Corry, Reliance, 18, 145; Kase, 12, 145; Kase, 12, 146; Hores, Reliance, 20, 147; Zimmer, Reliance, 18, 143; R. Wella, Steinhaus, 24, 142; Pieper, Rough Riders, 38, 143; L. Meyer, Steinhaus, 30, 141; Franci, Rough Riders, 12, 140; Butts, Rough Riders, 12, 140; Butts, Rough Riders, 12, 140; Steinhaus, 30, 139; McCann, Steinhaus, 30, 139; McCann, Steinhaus, 39, 139; Frohme, Steinhaus, 12, 138; Coleman, Crescents, 28, 128; Fox, Crescents, 18, 185; Jenks, Reliance, 39, 181; King, Grescents, 24, 129; McCoy, Rough Riders, 37, 127; Mahone, Rough Riders, 31; McCan, Rough Riders, 36, 120; Wilson, Rough Riders, 37, 120.

MOZART LEAGUE

MOZART LEAGUE.

Side L. & A. A. Daceola Z. Z. Z. Z... National ...

AT THE PARKS.

The Three Resorts Attracted Many People on Sunday. Yesteray was a great day for the

three parks, and large crowds courted their antidotes for the heat. At Wheeling park the experiment was tried of ing park the experiment was tried of evening concerts, and both performances were given to large and delighted audiences. Miss Sophie Burnham, vocalist, assisted the Wheeling Opera House Military Band. Pieasant Valley Park was opened auspiciously with the Diving Eliks, and at breezy Mozart park the Swiss societies of Pittsburgh, Allegheny and Wheeling, assisted by the Beethoven and Mozart singing societies, and the Martin's Ferry Maenerchor, gave a splendid concert that was enjoyed by the large assemblage.

THE DIVING ELKS Attracted 2,000 People-All Week

Pleasant Valley Park.
A fairy land and a good show

what visitors to Pleasant Valley Park saw yesterday, and the 2,000 who at-tended returned fully satisfied with the day's enjoyment. The big show did not arrive until after 10 o'clock, and when the special car was switched inwhen the special car was switches when the special car was switches and the Hempfield yards about 200 people gathered to see Prof W. H. Barnes' diving elks takén aboard an Elm Grove car and taken to Pleasant Valley Park, while the effects and the trained horse "Trixie," went out the pike, and arrived at the park about 1 o'clock. The late arrival of the company made the performance necessarily late, and it was 5 o'clock before the trained horse was introduced by Prof. Grigsby. The audience was repaid in awaiting this performance, however, for no such performance has ever been given by a horse in Wheeling, Immediately following the horse exhibition, Meister's band played a catchy air, after which the elks made their dive.

Last night, for the first time, the baby elk, Romeo, made the dive from the fifty-foot tower, and the exhibition was up-to-date in every particular. The grounds are brilliantly illuminated with electric lights, and no expense has been spared to make the park a beautiful resort. Refreshments of all kinds to the Hempfield yards about 200 people

cell resort. Refreshments of all kinds

been spared to make the park a beautiful resort. Refreshments of all kinds are served.

The diving elks will be the attraction every evening this week, and matiness will be given on Tuesday, Thursday and Saturday afternoons. A special arrangement has been made whereby all who attend the matinee performances will be admitted for ten cents. There will be dancing every evening, and on Wednesday evening Meister's full brass hand will furnish, the music. There will be a parade of the elks at noon to-day.

DON'T buy poor bread. The best is not good enough. Always ask for the Wheeling Bakery's peerless bread.

DIED.

BLAKE-On Sunday, July 23, 1899, at 3 a. m., CAECILIA BLAKE, aged 4 months and 12 days. Funeral from the residence of her parents,

Mr. and Mrs. John Blake, McMechen street, Benwood, this (Monday) mornat 9 o'clock. Friends of the family

Undertaking.

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\$	Gor II years, 220 days. Oor 15	\$ 90 110 155 229 229 401 511 541 541 542 673 729 735 541 541 541 544 545 544 545 546 546 546 546 546 546	of \$56.65 of 132.66 of 132.66 of 230.65 of 230.65 of 234.21 of 238.97 of 248.25 of 434.85 of 436.85 of 436	for 8 12 for 22 for 24 for 25 for 35 for 37	

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J. S. MILLIGAN,

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